

# The Stikeen River Journal.

DEVOTED TO THE INTERESTS OF WRANGEL, SOUTHEASTERN ALASKA, AND THE ALL-CANADIAN ROUTE TO THE YUKON.

WHOLE NO. 24.

FORT WRANGEL, ALASKA, SATURDAY, JUNE 11, 1898.

PRICE, 10 CENTS.

## IVEY NOT INDICTED.

From reliable sources the JOURNAL learns that Collector of Customs Ivey was not indicted, as was reported by the Skagway papers. To the contrary, the grand jury passed resolutions complimentary of Mr. Ivey and his work.

### District Court Notes.

The grand jury returned 194 true bills of which 168 were whiskey cases. In 22 cases "not true bills" were the returns of the grand jury.

The leading case of the term was that of U. S. vs. John Fitzpatrick, Wm. Corbett and Henry Brooks charging them with conspiracy in murdering Sam Roberts at Dyea on the morning of March 13. John Fitzpatrick was tried first and by himself, resulting in conviction of murder with the recommendation of mercy to the court. He was later sentenced to life imprisonment at San Quentin. Corbett and Brooks were then tried together and convicted of manslaughter with recommendation of mercy to the court. His Honor Judge Johnson gave them the full sentence allowed by law to-wit: ten years imprisonment and a fine of one thousand dollars each, notwithstanding the jury's recommendations of mercy.

No civil cases were tried during the term.

The case of U. S. vs. Edward Fay for killing a U. S. Marshal at Skagway was continued for the term on account of absence of the government witnesses.

The farcical report of the grand jury says the present liquor law is obnoxious to the citizens of Alaska and recommends it be superseded by a high license law. It also recommends a U. S. commissioner for Douglas Island and new government buildings at Sitka including an insane asylum.

The absence of criminal accusations against citizens of Wrangell as compared with other towns of Alaska was quite noticeable indicating a law-abiding community for that town. The fall term of the court will probably be held at Wrangell as the new court house at Juneau will not be completed by that time and Sitka is considered somewhat off the regular and popular lines of travel.

### PERSONAL.

H. K. Freeman is at Glenora.

G. A. Scott has gone to Juneau.

Tom Dunstan, with an outfit for prospecting, has gone into the interior.

Jack Collins says he is not in the cut business.

Chas. Lawry and Wm. Booth, from Puget Sound arrived on the Utopia and paid Wrangell a short visit.

Capt. Orr left for Vancouver, B. C. on the Athenian Sunday, under orders to bring up another river steamer.

Henry M. Stowe left on the steamer Baranoff Monday for How Kan, where he will engage in mining this summer.

"Tag" Wilson of the hostling firm of Case & Wilson, was a caller at the JOURNAL office last night, and left copy for an attractive ad which appears in this issue.

R. J. McChesney, who recently left this place for the interior, has made a trip of about forty miles up the Dease Lake trail. He returned to Glenora and will start from there for Teslin lake.

Tug Wilson is a "widow" at present. Dick Reedy has gone and left Tug to wash his own dishes. But then Dick has got a good thing in view and is going to stay by it until he gets it cornered.

F. C. Stevens, a member of the Boyd party, came down from Glenora on Friday on his way south for the purpose of securing pack animals with which to pack their provisions farther into the interior of the Northwest Territory.

Capt. Callbreath contemplates a trip to Victoria in the near future. Why would it not be a good idea for the business men of Wrangell to pool their expense money to the Capt. so that he might use a portion of his time working in the interests of our town. Such a man as Capt. Callbreath could accomplish more in a shorter time, than anyone else, for the reason that he has a wide acquaintance on the Sound and has the confidence of all who know him.

"Chapple" Harrison of the Grotto desires us to state that Andrew Wildman is no longer authorized to procure cuts, or "hushies," for him, as he has cleared his contract and transferred his business to Jack Collins.

Complaints are received this office from our foreign subscribers that they do not receive the JOURNAL regularly. It certainly is not the fault of this office, as special care is taken each week to see that all papers are mailed. Our steamship mail service is very unsatisfactory.

## LOCAL NEWS.

Work on the C. P. R. wharf is being pushed to completion.

The McConnell, a new river steamer, arrived Monday from Vancouver.

The new sawmill on the main land is finished and started up yesterday.

The JOURNAL office was moved this week into the Seward block on Front street.

The steamer Al Ki was advertised to sail from Seattle on the 9th instant, northbound.

The steamer Courser is making regular trips between Glenora and Telegraph Creek.

The weather the past week has been delightful. Most of the days were clear and sunny.

The steamer Baranoff sailed Monday for How Kan and way ports, carrying the U. S. mail.

A whole quarter of a beef was stolen out of a Front street butcher shop Wednesday night.

Wilson & Sylvester have shipped a load of lumber on the scow Garnet to Juneau. Wrangell is exporting!

The soldiers of Co. H, 14th U. S. Infantry will soon have cosy quarters in the old log houses on the plaza.

Captain H. J. Woodside wrote from Glenora this week that he and R. J. McChesney would push on to Teslin.

The last court was held in Wrangell Monday. Brown & Davidson got a judgment against John Malone for \$150.

Calland see us in our new quarters. "We may have come from the same place back East. God knows, we don't."

A river boat on Monday brought down from Glenora 52 horses belonging to Mackenzie, Mann & Co. 100 more will follow.

P. C. Jensen returned from Sitka on the Cottage City Thursday morning, where he has been attending court as a jurymen.

The Skagway Daily Alaskan says that Collector Ivey has been indicted by the grand jury at Sitka, but does not state the charge.

Nearly all of the principal business houses and many of the residences are being painted, and the town is assuming a civilized appearance.

One of the soldiers of Co. H, 14th U. S. Infantry, has become insane from the effects of a sunstroke last year, and is confined in the U. S. jail.

They say that the genial merchant Case, of the firm of Case & Wilson has added "Y" to his name. So that now you address him "Mr. Casey."

The wreckers at work on the Clara Nevada are persons from this place. They are trying to verify the report that she had \$100,000 in gold dust aboard.

The mercury stood at 110 degrees in Glenora a few days ago. The warm weather in the Cassiar district is melting the snow and the Stikeen river is booming.

A band of horses stampeded last Monday on the south end of Etolin bay, and ran toward town breaking down several hundred feet of sidewalk. They were chased back and corralled.

Three prominent citizens went fishing on Friday and through some mistake got the lunch basket and bait basket mixed, and now the story of Jonah and the whale is a back number.

C. E. Davidson and Webster Brown, civil engineers, have dissolved partnership. Mr. Davidson went to Juneau last Tuesday. Mr. Brown is busy finishing the townsite survey.

The government buildings on the plaza were whitewashed this week. The grand jury at Sitka is busy whitewashing officials. The kalsomining costs more in the latter case.

On Monday the barque Richard III was towed from Etolin bay to the Davidge wharf, and the coal was unloaded on the wharf. The barque will go to Nanaimo for another cargo.

The steamer Queen arrived from the south on Monday with 300 tourists. Many of them carried kodaks, and the totem poles will be in evidence in many a distant home. She went on north the same day.

It is reported that Mann & Mackenzie received the enormous sum of \$6000 per day during the time that firm has been working on the Yukon railroad scheme. One hundred and eighteen days at \$6000 per day amounts to \$708,000, not so bad after all.

Buck's bar, famous in the early Cassiar excitement, is being quietly worked, and miners are making \$5 and \$10 a day. The locality is only 40 miles up the Stikeen river from Wrangell. If it were on the Klondike, there would be great excitement, and several thousand persons would rush in, and build a city. There must be something in a name, after all.

The Al Ki is due tomorrow.

F. L. Marshall has built a residence on North Front street.

A large party visited the garnet ledge on the yacht Ida, today.

Pat. Loftus reports that his vegetable garden is doing finely.

Mr. Smith has a vegetable garden south of the sawmill.

The steamer City of Seattle, is due tonight southbound.

There is no doubt now but that the next term of the district court will be held in Fort Wrangell.

Billy Mills returned to Wrangell on the Athenian, Sunday, after a pleasant visit on the Sound.

Friday was the hottest day of the season. The mercury climbed up to 92 degrees Fahrenheit.

Rev. J. W. Young, of Saxman, was here on a visit this week to his son of the firm of Wakefield & Young.

Mrs. Duncan McKinnon is suffering from indisposition today. It is hoped that she will soon recover.

The question now is: can a U. S. commissioner appoint a recorder to act during his absence? It is thought not.

There was a heavy fire in the woods on the south side of Mount Dewey the other day. One cabin was burned.

The telephone line at the Big canyon was put up this week, and is being worked.

The Utopia arrived yesterday morning and sailed for northern ports in the afternoon.

Call at the JOURNAL office for cheap rates on job printing for the next thirty days. Prices have been reduced so that they are within the reach of all.

Deputy Marshal Grant expects to be transferred to Skagway in a short time. Wrangell will be looked after by a gentleman from Kodiak.

Fred S. Purdy, general agent of the Klondike mining, trading and transport corporation, returned Thursday from a trip to Glenora.

Harry Day of the Victoria house, who accidentally shot himself, several weeks since, is rapidly recovering under the skillful care of Dr. P. C. Campbell.

Reliable information was received today from Glenora to the effect that twenty-four laborers and 200 Canadian soldiers are at work on the Teslin wagon road.

There was a return complimentary ball last night in McKinnon hall by the soldiers of Company H, 14th U. S. Infantry, to the ladies of Fort Wrangell and Co. A. N. G. A. There was a large attendance.

Wm. Kimary, formerly freight clerk on the Islander, but now in the employ of the Hudson Bay company, on the river steamer Stratheona, paid this office a pleasant visit Thursday.

The provincial government last week sent instructions to its agent at Glenora to hurry work upon the trail to Lake Teslin as fast as possible, without regard to what Mackenzie, Mann & Co. were doing. —Victoria Colonist.

A lease with the name of D. McKinnon attached has turned up, and proves to be a forgery. D. O. Fisher, who came to Wrangell last January with such flying colors is the one who is supposed to have committed the forgery.

The office of the JOURNAL has been removed to the Seward block on the water front at the rear of Wakefield & Young's grocery store. We are now prepared to do job work with greater dispatch than ever, and our prices have been reduced to the lowest possible notch. We have on hand a large stock of letter heads, bill heads, envelopes, business cards, etc., and it will pay you to call and get prices. Don't forget the place.

Company A, of the national guard of Alaska, drills every night in McKinnon hall under Sergeant John Cream, of Co. H, 14th U. S. Infantry. The following additional appointments were made this week: First Sergeant, George K. Glover; Second Sergeant, L. L. Scott; Third Sergeant, Fred Sawyer; Fourth Sergeant, Thomas Andrews. At the meeting on Wednesday night a movement was set on foot for the celebration of the Fourth of July.

No paper can be published without home patronage, and every man is interested in keeping up a home paper. If a railroad, wagon road or factory is wanted the newspapers are expected to work for it. If a public meeting is wanted for any purpose, the newspaper is called upon for a free notice. If any of the societies have a supper or reception of any kind, the newspaper is expected to give the necessary notice. The newspaper must puff the schools and everything else to advance the interests of the business men of the place, and then give them a handsome notice when they pass away. And yet some of them do nothing to keep up a home paper.

### A Free Lecture.

By special request of several leading citizens, B. A. Stephens will deliver a lecture tomorrow (Sunday) evening in McKinnon hall. Subject, "Why I was a preacher and why I am not one now." Everybody is invited. There will be no admission fee nor collection.

## Case & Wilson

Extend the GLAD to the citizens of Fort Wrangell and surrounding country, and will be pleased to see them at their new store on Front street. Their stock is varied and well assorted, comprising Dry Goods, Groceries, Clothing, Boots and Shoes, Shelf Hardware, Patent Medicines, Cigars and Tobaccos, Indian Curios, and a complete Line of Novelties.

Family Trade a Specialty.

Highest Prices Paid for Furs.

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—OF—

## JOB WORK

TO SUIT THE TIMES

Owing to the general reduction of prices by landlords and merchants we will for the next 30 days give special rates for all classes of

## JOB WORK

Call and get prices.

STIKEEN RIVER JOURNAL

## The Stikeen River is Now Open

Now is the time to procure your supplies and tie yourself to the

FAMOUS GOLD FIELDS OF ALASKA

There is only one reliable route and that is via

## STIKEEN RIVER TO LAKE TESLIN

The Canadian Pacific Navigation Company is now operating the most complete line of ocean and river steamers consisting of the

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And the Magnificent Steel River Steamer

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Safe, Sure, Speedy.

Canadian Pacific Navigation Company

JOHN IRVING, Manager.



THE STIKEN RIVER JOURNAL.  
THEO. H. NEEDHAM.  
PUBLISHED EVERY SATURDAY.  
Entered at the Postoffice at Fort Wrangel,  
Alaska, as second-class mail matter.  
TERMS IN ADVANCE:  
One Year \$3.00  
Six Months 1.50  
Three Months .75  
Single Copies 10  
Foreign Postage must be Prepaid.  
SATURDAY, JUNE 11, 1908.

We said, "there would be others," and there were.

"Hizzoner" has gone, and left Wrangel without a court.

Prohibition, right or wrong, the law should be enforced.

The Seattle Post-Intelligencer, agreeable to its anti-Alaska policy, is jumping on Collector Veys.

Elsewhere we reproduce some interesting items from the Skagway Alaskan about Collector Veys.

The press of Canada and the United States have given fine notices of the celebration here on May 24th.

A U. S. court commissioner, who jeopardizes public interest by leaving his post, is guilty of high misdemeanor.

The Wrangel News comes to our table this week. The News is a bright, newsy paper, and would be a credit to a much larger town than Wrangel, and shows Mr. Henshaw to be a writer of no mean ability.

Notwithstanding the fact that Mackenzie, Mann & Co. have apparently abandoned the construction of the Teslin railroad, the merchants of this place, as gleaned from interviews, are determined to stand by Wrangel. This is the true courage that will eventually build a city.

There is a homely proverb that "every tub must stand on its own bottom." Just now Wrangel is being tested in that line. We have no doubt as to the results. We have resources that will build a city, and it will be built. What we need are genuine prospectors, and enterprising manufacturers who will work up our raw material.

A serious question is, what will this place do now that there is no U. S. court commissioner? The condition is grave. A justice of the peace is absolutely necessary. As it is, there is no one with whom to file complaints or issue warrants. We trust that the government will relieve the situation without delay, as serious complications might arise.

Wrangel's worst enemies are within. All the outside assaults, all the infamous libels of the Seattle Post-Intelligencer, all the landers that jealousy prompts, all the disgruntled who go hence, cannot hurt her one jot or tittle in comparison to the injury that her own citizens and residents can do who utter howls of calamity, and ill-omened croaks of disaster. God never made a better country than Southeastern Alaska, with its inexhaustible supplies of lumber, coal, petroleum, gold, copper, iron, fish and other resources, the possibilities of which are incomparable and inexhaustible. Did the Pilgrim fathers, who landed on the bleak and barren, rock-bound shores of New England, have such a country as this? Did their descendants, who spent generations picking out the stones of their fields, have a land like this? Where all the vegetables and many of the cereals are raised. Did the people—the pioneers of the Mississippi basin have a country like this? rich in mines, and food supplies that will be the wonder of the world when fully exploited. Nowhere on the planet has Divine Providence provided such counties for the children of men

as in the crescent-shaped territory that sweeps northward from Portland canal to the Aleutian islands. We challenge comparison.

Outward signs point to the stoppage by Mackenzie, Mann & Co. of the building of the Lake Teslin railroad. The course of events was turned square about the past week. We are not sufficiently informed to comment fully on the facts. Those who are on the inside know better, but we feel that a short time will discover a colored gentleman in the forest.

Somewhere in Canada there is enough inharmonious to hinder the construction of the road. All arguments in its favor are unanswerable, but selfish interests, perhaps on both sides, have been sufficient to cause delay and consume valuable time.

The Canadian senate did a good thing for the people when it rejected the proposed charter granting Mackenzie, Mann & Co. an empire.

As to the second proposition, a four thousand dollar per mile subsidy for a narrow-gauge, we know nothing definite, except that if it had been \$14,000 instead of \$4,000, it would appear more practical.

If the wagon road be completed, as Mr. Keith says, by July 1st, Wrangel will have a good thing. Freight to Teslin, Liard and Dease should be good all summer, and employ thousands.

The death of Thomas Keene removes one of the most talented American actors since the days of Edwin Booth. There is not a town of any considerable size in the United States in which Mr. Keene has not played, and his death is mourned by all who have been fortunate to listen to him in his presentations of Richard III, Othello, etc., in which he was the peer of all tragedians.

NOTICE TO MARINERS.

Dominion of Canada, British Columbia.  
Rules for the Navigation of Stikien River.

The Department of Marine and Fisheries of Canada has made arrangements for a system of signaling at Little Canyon, on the Stikien river, to prevent collisions therein. Immediately after the opening of navigation a station will be established at each end of the canyon, at which signals will be displayed for the guidance of vessels.

A white ball or disc, hoisted to the top of a mast will denote that the channel is clear, and that a vessel may enter the canyon from the end at which the ball is displayed.

A black drum or square will denote that the channel is not clear, and a vessel must not enter the canyon on any consideration when the drum is displayed.

The drum and ball shown together will be a signal between the two stations for information of the signalmen and no vessel may enter the canyon when this signal is shown.

In the event of vessels approaching the canyon from both ends simultaneously, the upward bound vessel will be held below the canyon until the descending vessel has run the canyon.

One prolonged blast of a steamer's whistle will be a request to the signalmen to show the all clear signal.

In any other part of the river within Canadian territory, if a vessel is warping up, a downward bound vessel must keep clear of her and her warping lines, stopping and tying up if necessary to prevent collision.

In the event of two vessels simultaneously approaching a place where warping is required, the upward bound vessel must allow the downward bound vessel to pass before running out her warping line. Two long blasts followed by two short blasts of a steamer's whistle will be a signal that she is actually engaged in warping.

These rules will be established by Order in Council under the provisions of Chapter 79, Revised Statutes of Canada, and amending orders, and will have the force of law. They are not intended to supersede, but are to be an addition to the ordinary rule of the road.

By order,  
WM. P. ANDERSON,  
Chief Engineer.

Department of Marine and Fisheries of Canada.  
Wrangel, 19th April 1908.

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PROVIDENCE, R. I.  
Wants all kinds of raw furs, skins, ginseng, seneca, etc.

Prices quoted for the next sixty days are as follows:

Silver Fox	\$15.00 to \$150.00
Bear	5.00 to 25.00
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Beaver, per pound	3.00 to 3.50
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Skunk	.25 to 1.00
Gray Fox	.50 to .75
Rat	.20 to .25

Price list on all other furs and skins furnished on application. Full prices guaranteed, careful selection, courteous treatment, and immediate remittance on all consignments.

George Parker William Craig  
Craig & Parker

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Front Street, Fort Wrangel, Alaska.

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## Wholesale Grocers and Importers

# KLONDIKE OUTFITTERS

We carry the largest stock of Groceries in the Province of British Columbia

All goods sold by us will be carefully put up in packages suitable for transportation on boats, sleighs or pack animals. We are sole agents for the best Patent Portable Yukon House and Camp Bed—both of the latest invention, and are prepared to sell them at a reasonable price. All papers for free entry of outfits into the Klondike required by customs authorities prepared by us free of charge.

SIMON LEISER & CO., VICTORIA, B. C.

M. MUNSIE, Secretary. T. E. ELFORD, Manager.

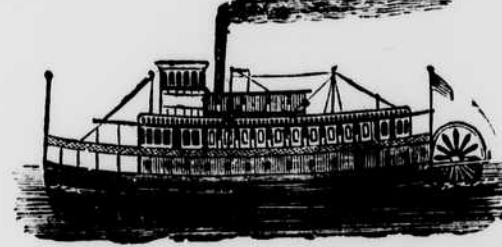
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All Rough and Dressed Building Lumber Kept in Stock. Boat and Ship Timbers Cut to Order.

YARDS: Victoria, B. C., Discovery St. Wellington, B. C.

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Captain W. J. Kenney, Master,

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# WRANGEL AND GLENORA

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PURSER R. G. MELLIN,

On board Steamer

OPEN DAY AND NIGHT

# Victoria Hotel

Formerly the Topeka House

DAY BROTHERS, Props.

## Furnished Rooms

— BY THE —

# DAY WEEK OR MONTH

Cigars and Refreshments

Lunch Counter Attached.

This house is centrally located, being within one block of both City Wharves.

HARRY DAY, Manager

Wrangel, Alaska

CITIZENS OF WRANGEL.

You are requested by the Fort Wrangel Chamber of Commerce to use all due diligence and haste in clearing your door yards of any garbage and sewage which may be there, to place the same in a proper receptacle, and remove it to the beach at intervals of not less than three times a week.

By observing this, you will be doing your part towards saving our now healthy city from sickness and disease during the coming hot season. Very respectfully,

P. C. CAMPBELL, M. D.,  
GEO. W. BLOOMHARDT,  
PETERIC JENSEN.

Sanitary Committee for the Fort Wrangel Chamber of Commerce.  
Fort Wrangel, Alaska, May 3, 1908.

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Cor. R. R. Avenue and Main Street, Rooms 25 to 52. Special rates by the week. A strictly respectable family hotel. Fire proof brick and electric lights in every room.  
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H. F. WHIRLOW,

Assayer, Metallurgist and Analytical Chemist.  
Samples sent me by Post Office will receive Prompt Attention.  
REFERENCE: Novel Gold Mining Company, at Juneau, Alaska.  
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319 FRONT STREET

Come to our Dining Room where you will be served with the best meals, also Ice Cream and Cake for 10c.

The City Cigar and Tobacco Store  
S. Strousse, Proprietor.

CIGARS, TOBACCOS, CANDIES, FRUITS, STATIONERY, ETC.  
Everything First-class.  
308 Front Street, Wrangel, Alaska

## Alaska Hardware Co.

### Miners', Sportsmen's and Steamboat Supplies.

The most complete stock in Alaska and our prices will compare favorably with those of Puget Sound and British Columbia Merchants. Canadians will find our prices on RIFLES, AMMUNITION, MINERS' TOOLS, etc. much lower than in their own cities.

We also have PAINTS, SASH and DOORS and the best TIN SHOP in Alaska, where we do

### All Kinds of Metal Work.



## STEAMSHIP "AMUR"

From Victoria to Skagway every twelve days; calls at Wrangel both ways.

## STEAMER LOUISE...

Runs every Friday to St. Ives Island from C. P. R. Wharf. Steamers from Wrangel for Glenora and points up Stikien River.

## Klondike Mining, Trading, and Transport Corporation, Ltd

— Opposite McKinnon's Wharf —  
— FRED. P. PURDY, Agent

G. W. BLOOMHARDT, E. E. BARR.

## WRANGEL DRUG CO.

Wholesale and Retail Druggists, Assayers and Analytical Chemists.

FRONT STREET, FORT WRANGEL.

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Newly fitted with all the latest appurtenances: electric lights throughout.

BOUND NORTH				BOUND SOUTH			
Leave Seattle	Leave Wrangel	Leave Juneau	Arrive at Dyea and Skagway	Leave Skagway	Leave Juneau	Leave Wrangel	Arrive at Seattle
May 25	May 29	May 30	May 30	June 1	June 1	June 2	June 6
June 9	June 13	June 14	June 14	" 15	" 15	" 16	" 20
" 24	" 28	" 29	" 29	" 30	" 30	July 1	July 5
July 9	July 13	July 14	July 14	July 15	July 15	" 16	" 20

Above dates subject to change. For rates and particulars apply on board steamer.

## NOTICE

We desire to announce to the general public that we have on hand a complete line of

## General Merchandise

Consisting of Groceries and Provisions, Clothing, Boots and Shoes, Rubber Goods, Mackinaws, and a Full Line of

## Miners' Supplies

# Reid & Sylvester

The Pioneer Merchants,  
FORT WRANGEL, ALASKA



## The "Jane Gray" Was Wrecked

Ninety Miles North of Cape Flat-  
tery on May 22nd

SEVENTY-SEVEN WERE SAVED

And Thirty-Four Perished Pa-  
thetically Scenes The Sur-  
vivors' Sad Story

Special Column, June 1908.

The American whaling schooner Jane Gray, which sailed from Seattle on Thursday, May 19, foundered three days later ninety miles north of Cape Flattery and thirty-nine of the sixty-one persons who set sail on her perished. The survivors, twenty-seven in number, arrived here at an early hour yesterday morning on the sealing schooner Favorite, Capt. McLean, which picked them up at Kaynot, after they had been adrift in an open launch, without water and with very little food for thirty-six hours.

The names of the victims as far as known by Capt. Crockett and the survivors are:

Edmondo Gama, Italy.  
Seconda Bissotto, Italy.  
Wm. Otton, Minnesota.  
Wm. P. Deterling, Minnesota.  
F. W. Clithers, Haverhill, Penn.  
Don E. Suppes, Jr., Seattle.  
Alfred T. Dorey, Lynnbrook, N. Y.  
Roy, Mr. Gammon, wife and child, St. Lawrence Island, Alaska.  
Edward F. Ritten, Doughkeepsie, N. Y.

George Palmer, Lebanon, Ohio.  
C. S. Hamilton, Illinois.  
Frank Soudbury.  
Aron Johnson.  
J. J. Lindsay.  
Alton Schmitt.  
Gordon Schmidt.  
John Dorey.  
W. H. Gibson.  
William Midway.  
Spencer V. Young.  
P. L. L. Ellis.  
Andrew Carlson, member of crew.  
John Hossa, member of crew.  
Leon Amstrong, member of crew.

The wreck and terrible loss of life can be credited to the shipping laws of the United States, which do not provide for the inspection of sailing vessels. The Jane Gray was built for the whaling business and was a small vessel of about 100 tons. She was not built to carry passengers, and she was not built to carry cargo, but she was built to carry a few passengers and a few tons of cargo. A house had been erected on her fore deck for the accommodation of passengers and the sides not being made tight the water washed in and was unable to run out, the pumps being stopped up.

This fatal mistake in the construction of the house was discovered as soon as the schooner reached the open sea, and those who had had some experience on shipboard realized that there was trouble ahead, but the captain estimated that he could reach Kotzebue sound, the contemplated destination, and continued northward, after stopping up the hawser pipe, through which the greatest quantity of water was flowing.

It was early on the Saturday morning after the schooner left Seattle, and just as she had passed Cape Flattery, encountering a moderate gale, that the vessel was put about to allow the masts to be stopped up. But even this did not keep the masts clear of the water, the lower masts being flooded all day Saturday. That evening the vessel was holed to and Capt. Crockett and Mate Hansen, who had been on deck almost continuously for twenty-four hours, turned in for a rest, the second mate being left in charge. At midnight the schooner was pumped out and reported all right, but two hours later she took a decided list to starboard and Capt. Crockett having been called ordered all hands on deck. The passengers and crew hurried out, few taking time to dress. The schooner was by this time on her beam ends, and two launches which were being taken north by Major Ingraham and members of the Prince Luigi's mountain climbing party, were easily launched, the Kennorm, in which the survivors reached shore, being the first in the water. Capt. Crockett ordered the passengers and crew to take to the launches but they seemed to be dazed and took no notice of the order. As the Kennorm was being battered against the side of the sinking ship, Mate Hansen jumped into her to keep her off and called to those clinging to the railings to jump into the water and swim to the launch. Some of them did so and others seemed afraid to take to the water or were crazed with fright, crying for help but making no efforts to save themselves.

The second launch was tied to the side of the schooner and when last seen there were four or five men in her. There is just a bare possibility that they cut loose before the vessel sank, otherwise they must have been drawn down with her, for as it was the launch was partly filled with water. One of the ship's boats was smashed while being launched and the other for some reason was not cut loose. No body seemed to think of the little dory which was lashed to the top of the cabin, or if they did, did not think it worth consideration. It floated off of its own accord and was not noticed until it was out of reach.

There were twenty-four men in the launch Kennorm when she drifted away from the schooner, the railing of which was barely above water at the time. The unfortunates who had been unable or afraid to reach the boat were clinging to the rails and riggings, crying for help, while those in the launch were unable to offer them, true they were safe in a boat, but they had neither oars nor paddles which would enable them to reach their less fortunate companion. It was pitch dark at the time and whether the launch drifted out of sight and hearing or the schooner was swallowed up by the sea and the cries and the cries of the passengers and crew drowned, cannot be said, but suddenly, beyond the noise made by the wind and waves, the scene was changed to one of quietness, such only as prevails after the terrible disaster, the witnesses of which are awe-struck.

When daylight broke, two dark objects were noticed on the water, all else having been engulfed or blown away. These two objects proved to be men, who with several others had been washed off the railing just before the schooner disappeared from sight. They were John Johnson and C. J. Reilly. The fact that they were picked up showed that the launch had not drifted far from the scene of the wreck, and with boards for oars, the launch was kept in the vicinity until it was beyond doubt that only those in the launch had been saved.

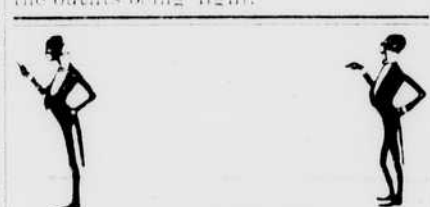
Capt. Crockett, calculated that he was ninety miles northwest of Cape Flattery and about forty miles west from the Vancouver Island coast, and that by allowing the boat to be driven before the wind he would reach some point on the Vancouver Island coast north of Kaynot. The launch was therefore headed northward and was driven to Union Island at the entrance to Kymnot sound. It was about two o'clock on Monday afternoon thirty-six hours after they left the schooner that the survivors made a landing.

During the thirty-six hours they had no water except the rain water they caught in their hands and hats during and their meals had consisted entirely of prunes and turnips at which two sacks had been found in the launch. Finally for those who left the schooner scantily clad, a bag of clothing was picked up and the articles of wearing apparel were given to those most in need. There was quite a sea running and it was raining all the time, but fortunately it was not a fierce one.

After the survivors had been on shore for some hours an Indian happened along and guided them to Kymnot, where they were able to secure a supply of provisions and where they found the schooner Favorite.

Rev. Mr. Gamble, the Alaskan missionary, seemingly lost all control of his senses. Several of the passengers went to the entrance of the cabin to assist Mrs. Gamble to the launch. Mr. Gamble was carrying their child and as he reached the deck and saw the confusion returned to his senses, calling on his wife to follow him and a few minutes later said: "We will die together." He afterwards came out on the deck alone but would not listen to the offers of the passengers to help his wife to the launch, returning to the stateroom, where they must have been drowned like rats in a trap.

The schooner was loaded to her gunwales with the outfit of the mountain climbing party and the prospectors who were bound for Kotzebue sound, and besides the launches had a lot of coal and water barrels on deck. She was not, however, deep in the water, the outfit being light.



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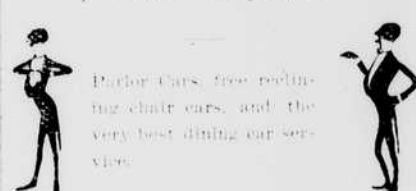
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#### Portland Politics in Alaska.

Collector Ivey and Deputy Collector Floyd have been indicted by the grand jury at Sitka. This is precisely as it should be. The friends of those gentlemen need have no fears for their safety nor for their vindication. But a most excellent purpose will have been served before the case is over and done with.

First, a band of blackmailing conspirators will be unearthed and sliced up, as we might say in the land of the miner. Second, the indictments will compel Mr. Ivey and his associates to understand that curs will bark and snap at their heels until they stop and kick back, which they have been loath to believe up till now. Third, the airing of the whole matter will show to the government at Washington how utterly absurd the prohibitive laws for Alaska are. The department must learn some things that it seems not to know now, namely, that one official in the customs house service of Alaska cannot do his duty in the enforcement of one law without the violation of another.

But, best of all, and last, the present entanglement in the service is the beginning of the end of Oregon domination in the affair of Alaska. The fight against Ivey and Floyd is Portland politics pure and simple, and Portland is the dirtiest, lowest, most contemptible politics on earth. It is boodle, rotten borough politics, operated so far from home that even the little decency left at Portland would be ashamed of its methods.

Let us have air in this matter and plenty of it. Ivey and Floyd can bear the sunlight; let us open up the reeking, odiferous mass that has imbedded itself around them. Then when it is all over, and everything is sweet and clean, and the laws changed properly as they should be, Ivey and Floyd, and their efficient corps can show the world what a customs service should be. Skagway Alaskan.

#### Three Men Lost.

The Alaskan, published at Sitka in its issue of May 28, says:

On the 30th March last, just two months ago, T. H. Bale, merchant; Ah Poy, Chinaman, (naturalized), and Herman Thomas, laborer left here on the schooner City of Sitka intending to proceed to Fort Wrangel, and return in three weeks. The people employed in the cannery at Red Fish Bay report the party putting in there but since that time inquiries made at the different ports and even Indian villages along the route have failed to elicit any information which might lead to the discovery of the whereabouts of the missing men or of their fate.

It is well known that their ship was ill-provisioned and further more, not one of the party was intimately acquainted with the route they started to traverse, nor were they what may be termed sailors accustomed to the handling of a craft in these waters. Added to this the canvas bent on the vessel was so rotten that a half a gale of wind would, probably, blow it to tatters. All this can be vouched for by those who saw them start and were well acquainted with all the circumstances.

The custom house steam launch Cosmos returned from her search for the missing schooner City of Sitka and her crew last Wednesday evening. She went as far as Fort Wrangel but failed to find any clue of the unfortunate party. The schooner North Star arrived in port Thursday night her master having on board a portion of one of the masts of the missing vessel which was identified by Capt. Tom Smith, 2d officer of the Dora, formerly master of the City of Sitka. It is feared that Mr Bale and his companions have met with a watery grave.

#### ALASKA VOLUNTEERS

Acting-Governor Elliott Tenders 1,000 Men to the President.

Acting-Governor Albert D. Elliot, upon the request of many residents in divers portions of the district, indited the following to the President. Let us hope that this letter will be as heartily responded to as his intention was in forwarding it.

Sitka, Alaska, May 20, 1898.  
To the President of the United States,  
Executive Mansion, Washington, D. C.

Sir:

In behalf of the Territory of Alaska, I have the honor to tender you a regiment of volunteers for service in the present war with Spain.

In case of your acceptance, kindly have the War Department notify me with reference to necessary equipment and transportation.

Respectfully, ALBERT D. ELLIOT,  
Acting Governor.

—Sitka Alaskan.

Not necessarily for publication, but as an evidence of good faith we should like some enlightenment on the following: How is it that, whereas, sixty barrels of whisky were seized in that memorable flashlight charge of the light brigade, only fifty-nine barrels were turned over when the Washington department notified Mr. O'Connell that he had gone up against a buzz saw? Take 59 from 60, and you have 1 left. Where was the one left? Mr. O'Connell! —Skagway Alaskan.

#### Appropriation by Congress for Purpose of Ascertaining the the Agricultural Resources of Alaska.

Congress having appropriated \$10,000 to be expended under the direction of the Secretary of Agriculture for the purpose of ascertaining the resources and capabilities of agriculture in Alaska, Prof. C. C. Georgeson has been appointed special agent in charge of the Alaska investigations and Mr. H. L. Ball has been appointed section director of the weather bureau. Through the courtesy of Register John W. Dudley and Receiver Roswell Shelley, they have established their headquarters in the U. S. land office at Sitka.

In an interview Prof. Georgeson said: It is my duty to ascertain as far as possible to what extent agriculture is feasible in all parts of Alaska, and in order to determine what crops can be grown here, and the best methods of growing them. I am authorized to withdraw from the public domain such tracts of land as may be suitable for experimental purposes. Gov. Brady has placed at my disposal the ground adjoining his residence, and he has made arrangements with Supt. Kelly of the Mission for the use of some of the land owned by the Presbyterian Board of Home Missions. A full record will be kept of the vegetation of the crops, also of the soil temperature at various depths in order to learn the difference between Alaska and the states. When permanent stations are established live stock will be kept and the agricultural work will be carried out on a large scale. During the present year some silos will be built with a view to experiment in the preservation of fodder for cattle, using native grass. The purpose of all as contemplated by congress and the secretary, is to see what can be done to aid the large population that is now coming to Alaska in maintaining themselves in the district. At present it is impossible to state where the stations will be; it is the intention to locate one or two on the coast, one in the interior some distance from the coast and one on the Yukon.

#### THE YUKON DISTRICT.

##### Provisions of the Measure Relating to Its Administration.

The Hon. David Mills explains as to the Yukon Administration bill that as the population is largely transitory, the Dominion government thinks it wise that the country for the present time shall be administered largely from Ottawa. The measure is framed after

the bill giving the first government to the Northwest territory though differing in some particulars. The bill defines a new district to be known as the Yukon district and provides for the appointment of a commissioner to administer the government under instructions from time to time from Ottawa. Then there is provided for the appointment of a council to be composed of not more than six persons to assist the commissioner in the government of the district. It is proposed to confer upon the commissioner and council powers and ordinances like those conferred upon the executive of British colonial possessions. The ordinances are subject to disallowance by the Governor-General in council, the same as ordinances passed by the council of the territories, the powers to be exercised by a commissioner, and the commissioner-in-council, shall from time to time be decided upon by the Governor-General in council, and shall never be larger than those possessed by a province of the Dominion. Owing to the scarcity of information about the country, it is thought necessary to confer large powers on the minister and Governor-General in council, which means the Dominion cabinet for the time being. It is not the intention to give the minister of the interior personal control of the large matters appertaining to the government. That discretionary power will be exercised by the whole cabinet. The minister will have control of the administration. —Vancouver Mining Critic.

#### Wrangel Recognized.

The Alaskan published at Sitka, in its issue of June 4th says:

The following is a full text of a resolution presented to the court by W. Loughby Clark by which it will appear that Wrangel is not only coming to the front but feels her importance and is asserting her right.

The resolution was favorably considered by the court, and Wrangel's right to a term of court was recognized and Mr. Clark was assured that a term of court would be held there as soon as the volume of business warrants it. Following is the certified copy of the resolution passed by the Wrangel chamber of commerce at their regular meeting held at Wrangel on May 2, 1898.

Whereas, under the provisions of the act of May 17, 1884 (An act providing a civil government for Alaska) two regular terms of the U. S. district court were provided for, one to open at Sitka on the first Monday in May and one to open at Wrangel on the first

Monday in November of each year, and, Whereas, the sparseness of the population of Wrangel made it inexpedient heretofore to hold a term of said court at Wrangel, and,

Whereas, the recent large influx of people into that town has removed the objections heretofore existing in reference to opening the term of said court then, as provided by law, and,

Whereas, the increased population has necessarily increased the amount of litigation in proportion.

Now, Therefore, be it Resolved, that the condition of the town in reference to its ability to furnish its quota of jurors, etc., be officially presented to the Honorable Charles S. Johnson, Judge of the United States district court, and that he be respectfully urged to hold the next regular term of the district court at Wrangel, as provided by law.

T. A. WILLSON,  
President.

#### History of Wrangel.

Fort Wrangel was founded in the year 1833 by Baron Ferdinand P. von Wrangell, the Russian governor of Alaska. The same year a block house inclosed by a stockade was erected on the peninsula in Etolin bay, now occupied by George Shakes, the Klunket Indian chief, where the ancient totem pole is with a bear on top and bear tracks on the pole leading up from the ground. Only the stumps of the stockade remain.

The same year a British brig attempted to enter the Stikkeen river, but was fired on from the Russian fort, and abandoned the trip.

In 1841 the district of Wrangel was leased to the Hudson Bay company, who hoisted the British flag, and occupied the country several years.

In 1868 the U. S. government erected the buildings around the government plaza at a cost of \$150,000. Soldiers were stationed here for awhile. A few years later the buildings were sold to W. K. Lear for \$600, but afterwards the government took them back.

The Secretary of the Treasury has appointed Capt. George Whitney, inspector of steam vessels and hulls, and Mr. Carl F. Lehnert, inspector of boilers, for the district of Alaska.

The steamer Casca this week met with an accident up the river, which resulted in knocking off part of her bow. She will be repaired immediately.

The Victoria Colonist reports a very rich find by an Indian 50 miles south of Wrangel.

#### Ketchikan.

Regular Correspondence.

Ketchikan, May 19, 1898—Solos D. Cohn, of Portland, Oregon, is here looking for mining properties.

The Dall properties are showing up well, as are also other properties in that neighborhood.

The new hotel, built and owned by Messrs. Clark & Martin, is nearly completed, and will soon be open for business. It is a credit to the town and bears witness to the enterprise of the proprietors.

A recent article in the Seattle Post-Intelligencer about an Indian outbreak near here does not contain even the color of truth.

#### Free Seeds.

Through the courtesy of Prof. C. C. Georgeson, of Sitka, special agricultural agent for Alaska, the JOURNAL office is in receipt of a large package of seeds for free distribution. The seeds are in the hands of Messrs. Bridge & Sales, at the post office. All parties applying for seeds must promise to keep a record of their planting, growth, etc., together with the character of the soil, etc. Anybody can now have all the vegetables, etc., they want, as the soil here will grow anything during the summer.

#### Chamber of Commerce.

The chamber of commerce met last Monday evening and adjourned till next Monday night to meet in the court house. The executive committee met Tuesday afternoon in the office of Clark, Ingersoll & Weymouth, and transacted considerable business.

#### Fred Salaman

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Fort Wrangel, Alaska

#### NOTICE TO MARINERS. Dominion of Canada, British Columbia, Buoyage of Northern Channels.

The following buoys were placed by the D. G. S. "Quadra" this week:

1. A middle ground steel can buoy on Ripple rock, Race passage, between Thurlor and Heimenen Islands. There is only ten feet on a pinnacle rock where seven fathoms are shown on the charts.

2. A steel platform buoy, surmounted by a pyramidal slatwork with a diamond at the apex, on Bullpatch, Seaforth channel, replacing the spar buoy heretofore mentioned there.

3. A black steel can buoy on Hewitt Rock, Hilkish narrows, close to the 10 foot spot.

WM. P. ANDERSON,  
Chief Engineer.

Dominion Department of Marine and Fisheries.

Fort Wrangel, Alaska 29th April, 1898.

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